

California Environmental Protection Agency



Spark Ignition Marine Engine Evaporative Emissions Test Procedure

TP - 1502

**Test Procedure for Determining Hot Soak Emissions from Spark
Ignition Marine Engines**

Adopted Date: XXX

TP-1502
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Test Procedure for Determining Hot Soak Emissions from Spark-Ignition Marine Engines

A set of definitions common to all Certification and Test Procedures is in Title 13, California Code of Regulations (CCR), Section 2752 et seq.

For the purpose of this procedure, the term "CARB" refers to the California Air Resources Board, and the term "Executive Officer" refers to the CARB Executive Officer, or his or her authorized representative or designate.

1. APPLICABILITY

This Test Procedure, TP-1502, is used to determine the hot soak emissions of spark-ignition marine engines. Spark ignition marine engines are defined in Title 13, California Code of Regulations (CCR), Section 2853 et seq. This Test Procedure is proposed pursuant to sections 43013, 43018, 39600, and 39601 of the California Health and Safety Code (CH&SC), and is applicable in all cases where spark-ignition marine vessels are sold, supplied, offered for sale, or manufactured for use in the State of California.

1.1 Requirement to Comply with All Other Applicable Codes and Regulations

Certification or approval of a certified spark ignition marine engine by the Executive Officer does not exempt any part of the fuel systems from compliance with other applicable codes and regulations such as state and federal safety codes and regulations.

1.2 Safety

This test procedure involves the use of flammable materials and possibly hazardous operations and should only be conducted by or under the supervision of those familiar and experienced in the safe use of such materials and operations. Appropriate safety precautions should be observed at all times while performing the test sequences in this test procedure.

2. PERFORMANCE STANDARDS

The minimum performance standard for certification of a spark ignition marine engine is defined in CCR Title 13, Chapter 15, Article 4, Section 2855.

3. GENERAL SUMMARY OF TEST PROCEDURE

A Sealed Housing for Evaporative Determination (SHED) is used to measure diurnal emissions. This method subjects pleasure craft to a temperature profile while maintaining a constant pressure and continuously sampling for hydrocarbons with a Flame Ionization Detector (FID). The volume of a SHED enclosure can be accurately determined. The mass of total hydrocarbons from a test engine over the test period is calculated using the ideal gas equation.

This test procedure measures hot soak emissions from pleasure craft with complete evaporative emission control systems as defined in 13 CCR 2752 (a)(8) by subjecting them to a hot soak

test. Commercially available California summertime pump fuel must be used. The basic process is as follows:

- Fill a portable fuel tank with attached fuel line and quick connect (fuel delivery system) with fuel and attach it to the engine
- Precondition the engine and fuel delivery system
- Drain and refill fuel delivery system
- Operate engine at 50% maximum governed speed for fifteen minutes
- Soak the pleasure craft for 6-36 hours at 65-86°F with the last 6 hours being at 65°F
- Operate engine at 50% maximum governed speed for fifteen minutes to allow the engine to reach normal operating temperature
- Disconnect the fuel delivery system and place only the engine inside SHED.
- Subject the engine to a three-hour constant 105°F hot soak

The mass of total hydrocarbons measured by the SHED over the 3-hour constant temperature profile is compared with the performance standards in CCR Title 13, Chapter 15, Article 4, section 2855. Spark ignition marine engines that meet the appropriate performance standard shall be considered compliant.

4. PRE-SOAK

The spark ignition marine engine fuel system must be sufficiently soaked at the test temperature to ensure that the entire fuel system temperature has reached equilibrium.

- Fill the fuel delivery system with California E10 CERT Fuel
- Operate the engine at 50% maximum governed speed for fifteen minutes to allow the engine to reach normal operating temperature
- Soak the engine and fuel delivery system for no less than 30 days at 68-86°F

5. TEST PROCEDURE

- Drain and refill the fuel delivery system and attach it to the engine
- Operate the engine at 50% maximum governed speed for fifteen minutes to allow the engine to reach normal operating temperature
- Soak the engine and fuel delivery system at 65-86°F for 6-36 hours with the last six hours at 65°F
- Purge the SHED of hydrocarbons
- Keep the SHED wall temperature at 105°F ± 2°F
- Zero and span the FID (or HFID) hydrocarbon analyzer immediately prior to beginning the test
- Operate the engine at 50% maximum governed speed for fifteen minutes to allow the engine to reach normal operating temperature
- Shut off the engine
- Disconnect and remove the fuel delivery system
- Place the engine only inside the SHED enclosure.
- Turn on the enclosed mixing fan
- Conduct a 3-hour hot soak at a constant 105°F

6. TEST FUEL

E10 CERT Fuel: defined as the interim E10 CERT fuel until the adoption date of a California E10 certification fuel. The E10 CERT fuel may continue to be used until one year after the adoption of a Californian E10 certification fuel.

Table 6.1 – E10 CERT Fuel Specifications

Fuel Property	Upper Limit
RVP	6.95 psi
T50	214 °F
T90	312 °F
Total Aromatic Hydrocarbons	24 vol. %
Olefins	7.4 vol. %
Total Oxygen	3.5
Sulfur	8 ppm by wt.
Benzene	0.74 vol. %
Ethanol	10 vol. %

7. INSTRUMENTATION

The instrumentation necessary to perform evaporative emission testing for pleasure craft engines is the same instrumentation used for passenger cars and light duty vehicles, and is described in 40 CFR 86.107-96.

7.1 Calibrations

Evaporative emission enclosure calibrations are specified in 40 CFR section 86.117-90, as incorporated by reference, amended with the following subsection:

§1.1 The diurnal evaporative emission measurement enclosure calibration consists of the following parts: initial and periodic determination of enclosure background emissions, initial determination of enclosure volume, and periodic hydrocarbon (HC) and ethanol retention check and calibration. Calibration for HC and ethanol may be conducted in the same test run or in sequential test runs.

- All test fuels must be tested to ensure they meet ARB specification for E10 CERT fuel.
- The SHED must be able to collect minute by minute emissions and temperature data.
- The SHED must be able to control temperature to within the specification of this test procedure while keeping pressure constant.

8. CALCULATING EMISSIONS

The procedure for calculating of non-methane hydrocarbon emissions in grams can be found in Part III of the “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles.” as incorporated by reference in Title 13, California Code of Regulations, Section 1976(c).

Permeation emissions from permeating materials (such as fuel hose, fuel tank, etc.) must be calculated separately and subtracted from the overall hydrocarbon emissions calculation.

9. ALTERNATIVE TEST PROCEDURES

Test procedures, other than specified above, shall only be used if prior written approval is obtained from the ARB Executive Officer. In order to secure the ARB Executive Officer's approval of an alternative test procedure, the applicant is responsible for demonstrating to the ARB Executive Officer's satisfaction that the alternative test procedure is equivalent to this test procedure.

(1) Documentation of any such approvals, demonstrations, and approvals shall be maintained by the ARB Executive Officer and shall be made available upon request.

(2) Once approved for use, an alternative test procedure may be used and referenced by any manufacturer subject to the limitations and constraints in the Executive Order approving the alternative test procedure.

10. REFERENCES

1. California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, California Environmental Protection Agency, Air Resources Board, El Monte, CA, 2000.
2. 40 CFR Part 86